

Hongkong Daily Press.

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P.O. Box, 38. Telephone No. 12

HONGKONG, 7th JANUARY, 1904

performance | adjourned.

POLICE COURT.

Wednesday, 6th January.

BEFORE MR. T. SYKES SMITH (POLICE MAGISTRATE).

TRESPASSING.

Five native servants, 2 houseboys, a cook, a gardener, and a house-colic, unemployed, and of no fixed abode, sought cheap lodgings, and so took up their residence in the quarters of Mr. E. R. Hallifax, acting T.S.P., without that gentleman's permission. They were placed before His Worship at the Magistrate's, and having no sort of defence to make they were fined \$5 each, with the alternative of 14 days' imprisonment. They chose the alternative.

THEFT.

Un-Hop and Wong Hing, two coolies, were charged with being in possession of a fowl, valued at 80 cents, reasonably suspected of being stolen property. "It was given to us by an unknown man," said the defendants, but that plea was too old and transparent to appeal to His Worship, who said the first defendant must be fined \$20 or 1 month and 3 hours in the stocks, and the second defendant \$10 or 14 days' imprisonment.

Wong Laid walked into the shop of Fung Wan Chi, and walked out again, carrying with him a basket belonging to the latter to which he had no shadow of a right. He was promptly arrested, and was sentenced yesterday by His Worship to 15 days' hard labour, with 3 hours in the stocks.

ILLICIT OPIUM.

For being in possession of various quantities of opium in excess of the amount permitted by their permits, a number of Chinese, men and women, were fined sums varying from \$5 to \$50, and the opium was confiscated.

UNLAWFUL POSSESSION.

Leung Hoi, marine store-keeper, was charged with being in possession of a copper tank which was believed to have been stolen, as well as a brass valve, the former being valued at \$300 and the latter \$50. He had no reasonable defence and was sentenced to six months' hard labour, and three hours in the stocks.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

THEFT OF \$4,000.

Li Chop Chung, a clerk in the employ of Li Chin Chong, merchant, was arraigned on a charge of having stolen the sum of \$4,000 from his master, on the night of the 17th ult.

Mr. H. K. Homes, solicitor, appeared for the defence, Inspector McNabb being in charge of the case. Evidence was given of the arrest of the defendant, and also of his having a key of the safe from which the money was stolen, which safe stood in the cubicle in which the defendant always slept. The Chinese constable who made the arrest stated that he found the safe open on the morning of the 18th ult., but was not able to clear as to how he closed it, whether he turned the handle and thus shot the bolts. The case was remanded till to-day at 2.30 p.m., for an inspection of the safe, and for the presence of other witnesses for the prosecution as well as on behalf of the defence.

A TRIP FOR HONGKONG RESIDENTS.

THE WEST RIVER.

Considering the unique beauty of the West River, it is surprising that more Hongkong residents do not visit it. Indeed, how many globetrotters, if it comes to that, ever pursue their researches further inland than the much visited Canton? People, generally speaking, seem to think it is not quite safe beyond the great metropolis; nothing of the sort! The inhabitants of Wuchow are civil, and courteous, and particularly polite to foreigners, making way for them. Wuchow, though only recently having emerged from a period of terrible hardship, when, through scarcity of food, men sold their wives and children, and finally themselves into slavery, is now from all outward appearance in a flourishing condition; the people also seem a happy and contented lot. This season's rice harvest has been a good one, and the cattle-trade is flourishing. Wuchow-fu is of particular interest at the present time, the West River having only been opened to foreign trade in 1897, when the towns of Shamsui and Wuchow were declared treaty ports. The passage from Canton to Wuchow is 220 miles, occupying, by steamer, a bout 30 hours. The scenery is pretty, and a good idea of rustic life in China may be formed from the numerous villages one passes on route. High mountain ranges, gorges, and a thread-like continuation of lakes are encountered one after another, while on the river's banks may be seen a great variety of cultivation. If the Chinese do, it is in farming; perhaps no one on earth can get more out of the soil than they. One cannot but help remark, however, that if up-to-date machinery were used, facilitating the development of now practically waste patches, the country-people of China would have a much easier time. Among the many species of vegetation raised on the banks of the West River are indigo, tobacco, tea, cassia, hemp, pomegranates, oranges, bananas, bamboo-shoots, and mulberries. A gentleman, who recently paid a visit to Wuchow-fu, in expressing his surprise and delight at the hospitality and genial reception he received there, said that "even the dogs and buffaloes were friendly, not barking or going for you as being a stranger, you might expect." The trip from Canton to Wuchow takes four days if no Sunday intervenes. It can be done comfortably for \$60 for the five days.

JAPAN AND RUSSIA.

In the recent number of the *Contemporary Review*, Dr. E. J. Dillon, in his monthly notice of Foreign Affairs, considers the Far Eastern question in an interesting fashion. We make a number of extracts below, not necessarily endorsing what the writer says, but because his knowledge of Eastern politics entitles his views to respect. With his conclusion as to the attitude of Britain and the United States we fully concur. On one point of style (or perhaps rather of etiquette) we must quarrel with Mr. Dillon. Why does he use that atrocious abbreviation "Jap"? It is offensive and fit only for the vulgar class of journalism.

THE CAUSES OF ENMITY.

Dr. Dillon begins by stating that the cause of the Russo-Japanese trouble is racial hatred, that the issues are vital, the basis of a good understanding slight, and a sincere spirit of compromise wholly lacking. "And yet, despite the prophecies and even the actual announcement of war, the danger has receded, if not vanished, and hopes of a peaceful settlement are expressed and entertained. But read aught, the fulfilment of these expectations would mark a victory almost as brilliant on the one side and a defeat almost as crushing on the other as if the threatened campaign had taken its course. For whether Japan is worsted in war or in diplomacy, the final result will be essentially the same. The main difference is that in the latter case Russia will have achieved her end without the exorbitant cost in blood and money which hostilities would have involved. In other words, the maintenance of peace will mean a Russian victory, and diplomats on both shores of the Sea of Japan are keenly alive to the fact. For, abstraction made of the rights and wrongs of the quarrel, the salient elements of the problem which will strike the man in the street are the facts that time is Russia's most powerful ally, and that if she would find it an arduous task to crush her rival to-day and an extremely costly matter to try the experiment, the difficulty will have disappeared in a year or two, when a world will accomplish what a fleet and an army might perhaps now find it impossible to effect. Russia's resources are enormous, but they cannot readily be brought to bear upon Japan as yet. A little time, however, will have enabled her to make good this disadvantage. It is manifestly her interest therefore to avoid extremes. For even a settlement agreed upon to-day would at best be only a temporary makeshift—the conflicting interests of the two empires are so many that she will never be at a loss for grounds to make her superiority felt, however precise the terms in which parchment treaties may have been meanwhile drawn up. That is one of the external aspects of the question.

"The cause of the rivalry, which has hardened into enmity, have assumed many shapes, but at bottom they are one insatiable greed of territory on the one side and absolute need of it on the other. Russia, indulging in the territorial expansion which to her is a costly luxury, is actually crippling, and bids fair utterly to crush, insular Japan, whose future is, if anywhere, on the Asiatic mainland. Thus the Mikado's people, who have more than doubled in thirty years, are sorely in want of land for their surplus population and of markets for their industrial output. Both are available at their own door, so to say, and among a race akin to themselves. But Russia, who already occupies far more territory than she can utilize, is not only resolved to take still more, but is unwilling to place any limits to the gratification of her passion for aggrandisement. And the rivalry which has ensued in consequence displays itself in acts which strike the disinterested observer now as comical and now as grotesque. 'I was on the one hand the Empire of the Tear in chronic need of funds, pays for the education of its inhabitants but a mere fraction of the sums expended by European States, and sees every year a large section of its people suffering from the pangs of hunger. Yet it pours out money like water for vast railway lines over steppes, deserts and *taigas*, at home and abroad, opens banks, and goes so far as to force its neighbours, almost at the point of the bayonet, to accept loans of money in order that these neighbours may in time be assimilated in all things to its own people! On the other hand the little Empire of Japan has been painfully passing through the illnesses to which Empires in their infancy are heirs: since 1900 crisis has followed crisis, commerce and industry are in a sickly state, numerous undertakings begun with a flourish of trumpets have vanished in the silence of despair, banks have suspended payment, money can find no profitable investments, and a Government Commission, composed of the Ministers of Finance, the Interior and Justice have had a herculean task to effect a saving of from sixteen to twenty million yen on a budget of about three hundred millions; and yet the Government which is thus hard set to make both ends meet is moving heaven and earth to get railway built in Korea, while a party—and a very influential one—is clamouring to have some four or five hundred million yen spent on war! It is only fair to add, however, that while Russia is paying for luxuries, Japan would be risking her all for her national existence."

WAR WOULD BE RUIN.

An account of Russo-Japanese relations in the past follows, which we may omit. Dr. Dillon sums up the chapter of Japan's forced retrocession after the defeat of China in 1895 with the remark: "That chapter will be entitled by the historian *Vae victis* and will assuredly be quoted by other Powers at the close of wars to come." He goes on, a page later:—

"That under these circumstances no love is lost between Jap [sic] and Russia is readily

conceivable. That the grievances of the former, thus heaped like Pelion upon Ossa, are enough to justify a war according to the strictest ethics of modern diplomacy is manifest to the most obtuse. Hence the force of public opinion among the subjects of the Mikado runs in the direction of violence as a means of a living the problem. But the really crucial question lies not in the domain of ethics, but of economics and military affairs. Has Japan any chance of beating Russia on sea or land? Can she bear the strain even of a successful campaign? Can she run the risk of defeat? And it is the obvious answer to these questions which causes her statesmen to curb the vehemence of the crowd. I have talked the matter over with some of the most prominent public men of Japan, and their view is that the matter is one of ways and means; the spirit is willing, but the flesh is weak. Thus the Japanese land forces are admirably disciplined, fearless to the point of foolhardiness, and endowed with wonderful staying powers over and above. But their numbers are limited, while those of Russia will give out only when means of transport fail. The Japanese nation is unfortunately as yet only an Empire in miniature. Given another fifty years with a free hand in China, Japan would hold her own against the world. To-day her very existence as a great Power is at stake.

"Japan finds herself fixed between hammer and anvil. Her vital nerve as a Great Power is situated in Korea, the trade of which she literally created after France and England had tried and failed. There she has tens of thousands of hard-working and enterprising subjects who represent vast interests of an industrial character. For Korea is the natural dumping ground for the overflow of population from the southern provinces of the Empire and for the output of their industries. Its strategic importance is also great, so great indeed that if it fell into Russia's hands, Japan will follow Siam in her gradual descent to the level of Burma or Madagascar. Hence this prospect, if it should come within the pale of practical politics, would alone suffice to precipitate war, even though the result were certain to spell ruin. The Japs can brook the occupation of Manchuria, though it is a very bitter pill to swallow; for there is always some hope that a half-opened door here and there may admit cheap wares from the opposite coast of the sea; but with Korea gone, Japan's annals will belong to ancient history. And that Russia having assimilated Manchuria will do likewise to Korea is firmly believed by even Japanese politicians—and by most Europeans as well. The Russians are already working a concession in the province of Kihai-Yan, and in all probability the Tsar's envoy in Seoul will coax or compel the Korean Government into according another concession in Yoo Choo, and if, as is not unlikely, the agreement said to have been made in 1896 is carried out, the entire Yalu Valley will have become as much a Russian province as Manchuria. Hence the trembling of the balances in which the chances of war and peace are being weighed. Among the considerations which militate against a declaration of war by Japan are the want of money, the hopelessness of a single-handed onslaught on Russia, and the utter ruin which defeat would involve.

THE OTHER POWERS.

"In conclusion Dr. Dillon says:—'Between these two evils' (i.e. war, and Russia's gain by peaceful means) 'the Japanese Government now stands hesitating like Buridan's ass at an equal distance between two bundles of hay. For them the ideal solution would be to checkmate Russia as she checkmated Japan at Shimonoseki, or confront her with an outbreak in China reinforced by a coalition of States, which should cry 'thus far and no farther.' But who will join? Germany? As well endeavour to cast out devils by Beelzebub. France? She is Russia's ally. England? Her interests in Korea and Manchuria are not worth a war. The United States? Their Government eschews politics in the Far East and is solicitous only for the commercial keim of the matter; so long as there is an open door for trade, Russia may annoy and assimilate all China, for aught the Yankees care. And this divergence of the interests of the other Powers is Russia's luck. They are all like twigs which can be broken readily one by one, because there is no cord to bind them. But the United States, say the Japanese, is the North American Republic, which professes to be content with trade and will let Muscovy call the political tune so long as it pays the piper. As if Russia were fatuous enough to govern the country at her own expense and allow Americans to come in and divert all the milk and honey into Yankee channels! As in Russian domestic policy nationality is one with Orthodoxy, so in foreign affairs political possession is synonymous with commercial monopoly. Russia cannot and therefore will not try to compete with foreign peoples on terms of equality. When she has settled comfortably in Manchuria, say the Japanese, those foreign peoples may trade with the provinces who do business on the principle of the merchant who sold machines under cost price and reaped for a profit on the large number taken. Fair play in commercial competition is not to be looked for. If the continued existence of Japan as a first class Asiatic State, a formidable rival to Russia, and a helpful ally of the advocates of the open door, is not worth preserving even at the cost of some sacrifices, and if England and the United States are resolved to keep well within the bounds of diplomacy in protesting against Russia's expansion in the Far East, the most reasonable and, indeed, profitable policy they could follow would be to imitate Germany and swing the scales before the Juggernaut. After all they can console themselves with the reflection

that the lot of the Eastern peoples whom Russia takes under her protection is really bettered by the change, that these races are conscious of the improvement, and that in diplomacy what cannot be cured should not only be endured but accepted with a good grace. So long as Russia has only diplomatic opposition to fear, the protests of all the nations of the earth will not stop her. The future historian will admire the simplicity of her methods and deplore the lack of foresight, consistency and dignity which characterise the attitude of her rivals."

"DUMPING" STEEL.

Mr. Chamberlain sends to the *Times* a letter he has received from Mr. Brailsford, the chairman of the Ebbw Vale Steel Company, which, he says, furnishes a practical answer from one of our greatest experts to the statements of Mr. Asquith and Sir W. Harcourt on the subject of "dumping." These statements were largely based upon an article appearing in a London newspaper of October 29th, and headed "From our own Newport correspondent." His article claims great advantage to both manufacturers (sheet makers and tinplate works) and their workmen from the free import into this country of cheap German steel, and may be taken as expressing the views of the free importers and doubtless of many manufacturers who use steel billets and bars as their raw material. Similar articles have appeared in various London Radical and South Wales papers, and have been, as Mr. Chamberlain points out, largely utilised as material for platform philippics against Mr. Chamberlain and tariff reform.

Mr. Brailsford points out that Radical writers and speakers conveniently assume that the German selling price in this country is a fair commercial price based on the cost of manufacture. "They scrupulously ignore," he proceeds, "the fact that, on the contrary, the German price is fixed by an enormous number of trusts (independently altogether of cost) composed of Belgian and German makers, who in turn constitute a huge 'ring' or 'cartel' to maintain their own home prices, that their home price is enormously higher than their English selling price; that a tariff wall of 30s. per ton secures them in this home price, and their surplus products can be remuneratively sold in England at less than cost; that an elaborate 'pooling' arrangement exists by which all the German makers contribute from their excessive home profits to a common fund from which a tonnage allowance is made for all steel sold abroad at less than cost; that the fact of England's trade being unprotected is at once the cause and object of the 'ring's' creation and the sole reason for its success; and, finally, that it is only a matter of a few more months (it has already continued for over three years) before the English steel makers will be crushed out of existence and the English market will be at the German's mercy. It is manifest that so soon as they have been crushed the German price to the latter will be at once heavily increased."

"The steel trade is not only going—and going rapidly—but a great deal of it has already gone. A newspaper column would hardly be sufficient to record the names and descriptions of those iron and steel-works which have been closed during the last 30 years of one-sided Free Trade in our own district. It is during the last three years that several of the largest of our works, including Tredgar and Blaenavon have had to close down—some for very long periods—some permanently—and of the workmen once employed several have emigrated to America and elsewhere, where they are in active competition with their brothers at home. It is worthy of note that more money is now being spent on the new workhouse than in works development in the Tredgar valley."

SHIPPING NOTES.

WEATHER OUTSIDE.

The weather outside seems to have taken a change for the worse, arrivals from all quarters reporting strong N.E. monsoon.

HONGKONG FIRM HEAVILY FINED.

Seven Chinese stowed away on the steamer *Rehille Maru*, and were apprehended at Manila as they were attempting to make a landing. Colonel H. B. McCoy, acting collector of customs, has decided that the Toyo Kisen Kaisha S.S. Co. must pay a fine of \$2,100. The law imposes a penalty of \$300 for each Chinese secretly landed on Philippine soil.

A DANGER TO NAVIGATION.

Capt. H. W. Kenrick, of the *Tientsin*, sends us the following communication:—At noon on the 24th ultimo, in about Lat. 26 deg. 42' N, 121 deg. 39' 30" E, was passed the nearly submerged hull of, apparently, a large junk, floating bottom up, the keel showing about 2 feet above water. This wreck lies right in the track of vessels proceeding from Turnabout to Japan, and might cause injury to the stem or propeller of a ship hitting it. A fresh gale with high sea was prevailing at the time.

A LESSON FROM HONGKONG.

Plans are under way among several shipping companies at Manila to identify the various companies' berths, as they are identified at Hongkong. The boats will be decked with flags by day and lamps by night, so as to be recognisable in an instant.

CANTON AND SHANGHAI.

Although the Consular Body at Shanghai have withdrawn the declaration of infection as regards Canton, the importation of rags, old paper, codlins containing corpses, earth, and mould, is still prohibited.

INSULAR SHIPPING.

A despatch from Washington announces the introduction of a bill in Congress to extend the coastwise shipping laws of the United States to the Philippines. The application of the local

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shipping laws of the United States to the coast traffic of these islands would mean that no boats, except those having an American registry and built or owned by citizens of the United States, will be eligible to the inter-island trade. They must also be manned by American citizens. The boats operated by the local Philippine companies are not of American registry, nor are they owned by Americans, and the difficulty of securing American sailors for the coastwise vessels is likewise obvious. Filipinos are not citizens of the United States and would be excluded from the inter-island trade, and a special act declaring Filipinos who accepted employment on the insular boats, to be American citizens and no others, would be a ridiculous method of naturalisation. The proposed law may either be repealed, postponed or modified.

LOSS OF A SAILING-SHIP.

A sailing vessel owned by J. L. Myers of Legaspi, Philippines, was lost during a recent storm and probably the native crew, numbering about ten, were drowned. The master, Capt. Govan Dowdy, was picked up by a native proa.

COAST GUARD CUTTER DISABLED.

The Philippine cutter *Mindanao*, a few days ago broke her shaft and lost her propeller a few miles off Santa Cruz. She was towed to Manila by the cutter *Maabate*.

A JOLLY LOT OF TABS.

The rendezvous of the sun-burned sons of the salty sea was the theatre at Manila a few days ago, of gala scenes as clusters of the jolly tars paraded about the wharves, spreading abroad a contagious essence of good cheer, and lavishing upon each other hail-fellow-well-met assurances of loyal y and support. The cause of the marked sociability is the contemplated departure of H.M.S. *Thetis*, which is scheduled to visit the land of the wild men of Borneo and other British possessions thereabouts.—*Manila Times*.

CANTON RIVER SALT-JUNKS.

Junks are kept steadily employed carrying salt up the Canton River. Salt, being a Government monopoly, is allowed to be imported in junks only. The junks run down empty, or in ballast, to the salt-pans on the south coast, where they fill up with salt, which is brought up to Canton. At Canton it is discharged into specially built boats which carry it up into the interior, many of them taking several months on the voyage. In the interior salt is almost a luxury, as there is a duty to be paid at every barrier that it passes in transit. If the Chinese Government did not keep it a monopoly, no doubt a large trade in salt would spring up with Europe.

TOWARDS THE SOUTH POLE.

The s.s. *Scotia* has arrived at Buenos Ayres, Argentina, from her Antarctic expedition. She touched 70d. 25m. S. Lat.

WEST RIVER STEAMERS.

West River steamers are not at all unlike vessels plying on the upper reaches of Sacramento River, Cal. They are large stern-wheel or twin-screw craft, drawing only about 3 ft. 9 in. Electric light is used by them. Accommodation is provided for about ten saloon passengers, and 600 Chinese; the two classes are kept well apart.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Yokohama at 9 a.m. on the 4th inst., and left again at 10 p.m. same day for Kobe, where she was due to arrive at 6 a.m. on the 5th inst. The C.P.R. steamer *Athena* arrived at Kobe at 8.30 a.m. on the 5th inst., and left again at 8 a.m. on the 6th, via Nagasaki for Shanghai, where she is due to arrive at 5 a.m. on the 10th inst. The Imperial German mail steamer *Prinz Heinrich*, which left here on the 9th ult., arrived at Genoa on the 5th inst., at 3 p.m. The C.N. steamer *Kueiyang*, from Cebu and Iloilo, left Iloilo on the 5th inst., and is due here on the 9th inst. The steamer *Mooduff*, from Glasgow and Liverpool, left Singapore on the 5th inst. for this port, and is expected here on the 11th inst.



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35, Queen's Road Central.
Hongkong, 3rd November, 1903. [74]

TO LET.

FINE FRONT OFFICE on Queen's Road
Central; can be occupied at once.
Apply by letter to—
BOX 600,
Care of Daily Press Office.
Hongkong, 14th December, 1903. [78]

TO LET.

NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong 1st, July, 1903. [72]

TO LET.

NO. 1, RIFON TERRACE (in PLATS).
No. 4, RIFON TERRACE.
No. 15, WONG-NEI-CHONG ROAD,
facing Race-course.
PLATS in MORETON TERRACE, facing the
Polo Ground.
OFFICES in course of erection, CONNAUGHT
ROAD (near BLAKE'S PIER).
GODOWNS No. 3A, BLUE BUILDINGS.
GODOWNS; PRAYA EAST.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st December, 1903. [75]

TO LET.

"HARPERVILLE" and Grounds,
GARDEN ROAD.
No. 33, CONDUIT ROAD, Six rooms,
Tennis Court.
HOUSE in CAINE ROAD in FLATS.
No. 6, ROBINSON ROAD.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 4th January, 1904. [73]

TO LET.

ON or about 15th February next, HOUSES
in Kowloon at moderate rentals.
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO., LD.
Hongkong, 6th January, 1904. [141]

TO LET.

HOUSE No. 2, QUEEN'S GARDENS as
from 31st December, 1903.
Apply—
Messrs. JARDINE, MATHESON & CO.
Hongkong, 12th December, 1903. [77]

BOARD AND RESIDENCE

"TANG YUEN."
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Macedonell Road
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [71]

TO LET.

M. MATTHEW.
PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL
(Entrance by Zettland Street).
Opposite Messrs. Kelly & Walsh, Bookellers.
Hongkong, 11th July, 1903. [198]

TO LET.

M. GILLANDERS.
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [2626]

TO LET.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Fodder's Hill.
Hongkong, 1st January, 1892.

SCIENTIFIC MISCELLANY.

RADIUM'S WORK—A NOVEL DANGER—SEVER-
ING OF A COMET'S TAIL—OXYGEN HEALING
—A STORE OF FOOD FOR SLEEP—ELECTRIC
OSCILLATIONS—PARKS FOR PRESERVING
RARE SPECIES—ELECTRIC MEDICATION.

From what is now known of radium, Dr.
S. G. Tracy reaches these conclusions: The
discovery may make it necessary to change our
theories about matter and the conservation of
energy. Radium may possibly open up the
way for a cheaper and more wholesome lighting
of houses by phosphorescence. It is a practical
agent to differentiate genuine gums from
artificial. It is an useful agent to kill bacteria.
It may be considered a valuable agent for the
treatment of lupus, cancer, tuberculosis; and a
possible agent to improve the eyesight and over-
come blindness. Later discoveries will doubtless
show service in other diseased conditions.

In June, 1886, the waters of Lake Rotomaha-
na, New Zealand, seemed to find their way to
the heated rocks near the surface of the earth in
this locality, when there was a sudden genera-
tion of steam, and the lake was emptied and an
enormous mass of rock was blown out. In
place of the old lake, which was 14 miles long
and 1 mile wide, a much larger one is forming.
It is now 6 miles long, containing ten times the
old volume of water, and may rise many feet
more before finding an outlet. A tremendous
eruption is feared if some shock should bring
this water in contact with molten rocks.

The novel small boat of an Italian designer
has a framework of small steel bars, which is
covered with wire netting, and the latter with
ciment. The surface is then polished. The
cost is less than that of a wooden boat, and it is
claimed to have greater speed despite its greater
weight.

From the latest earthquake data, it is inferred
that the crust of the earth is not more than 40
miles thick, and that the nucleus is more
uniform in chemical and physical conditions
than is usually supposed.

An extraordinary change in the tail of
Borely's comet is shown by photographs to
have taken place on 24th July. A section broke
from the head and travelled away at the rate of
29 miles per second in a retrograde direction,
or with an actual repulsion from the sun of 7
miles per second, the comet's motion being 22
miles per second toward the sun. Prof. Bar-
nard suggests that either the outburst from
the head suddenly took a slightly different di-
rection or else the existing tail was forcibly de-
tached by some unknown body, like a swarm of
meteorites. The severed section floated away
in its old path under the sun's repulsion, until
it was dissipated, or its light-emitting power
died away; and meanwhile the new tail was
evolved at a mysteriously increased velocity,
giving the phenomenon of two tails nearly
parallel for some distance.

The oxygen treatment of advanced tuber-
culosis is claimed to cause speedy reduction of
temperature and disappearance of the tubercle
bacilli. The Oxygen Hospital in London
reports 88 cases treated in the past year, of
which 5 were discharged cured and 13 were
greatly relieved, consumption being arrested in
9 cases. Only one patient received no benefit.
One of the cures was that of a 40-year-old of 34
years' standing, the patient having been con-
fined to bed for several years and tried other
treatment in vain.

Nature's curious provision for a long sleep
is shown by two English observers in the
so-called hibernating gland of the hedgehog.
Careful analyses showed that the 40 per cent. of
fat contained in this gland fell to 18 per cent.
during the winter sleep, but that the proteids
were only slightly reduced. It was evident
that life during hibernation is maintained
practically upon fat alone, of which the
hibernating gland is a store for the purpose.

The introduction of paraffin into the tissues
proves to be not entirely harmless. Dr. L.
Hard of New York, having reported a case
of permanent blindness from three injections
of paraffin to relieve nasal deformity.

The existence of oscillatory electric currents
and discharges is shown in a beautiful way by
A. Winklemann. The apparatus consists of
two vertical vacuum tubes connected by a
cross-tube, the tops of the tubes containing
electrodes, while a crystal of corundum is
mounted on a glass support in the centre of
one bulb and one of solenoids in the other.
Cathode rays cause the first-named mineral
to shine with a red light and the other to take
a blue colour. When a current is passed, the
cathode is shown by the shining of the mineral
under it; and both minerals shine out when
the current is oscillating. For showing the
transition from one type of discharge to the
other, the two electrodes are joined to an
influence machine. The discharge is contin-
uous when the discharging rods are pulled
so far apart that no oscillations take place.

ROWLAND'S KALYDOR FOR THE SKIN

Produces soft, fair, delicate skin, heals all
cutaneous eruptions, and restores a lovely
delicate complexion to all who use it.
2/3, 4/6, of Stores and Chemists.

but both crystals shine out when the rods
are near enough to let sparks pass.

Thoughtful nature-lovers note the rapid
extinction of numerous species of plants as well
as of animals. Prof. Conwits, of Berlin,
mentions the destruction of orchids in
Thuringia, the extermination of rare thistles
on the German coasts, the cleansing of brooks
from aquatic vegetation, and the destruction of
large trees. He urges the setting aside of
districts where the natural features of the
country should be preserved.

Drugs introduced into the affected parts by
electric osmosis from high-frequency alternating
currents have been used in the treatment of
cancer by an English physician, with success in
22 per cent. of cases. He has reached the conclu-
sion that a radio-active salt of strontium so used
would cure a large portion of the cases of all
malignant diseases.

Vitiation of the air by burning gas always
causes a feeling of oppression. Dr. J. S. Hal-
dane shows that this cannot be due to the
increase of carbon dioxide, and he attributes the
effect to sulphur compounds, chiefly sulphur
dioxide.

Best for the Skin and Complexion.

CALVERT'S CARBOLIC TOILET SOAP

(Soothing, cleansing and antiseptic).
Pleasant to use, especially to sufferers from
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On and after the 1st January, 1904, commencing
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Shanghai on 12th January, and Hongkong on
18th January, the Passage Rates will be by
Mail steamers:

First Saloon	Second Saloon
To London £35	244
To Marseilles £31	232
To Brindisi £31	

Return tickets are issued at a fare and a half
available for 2 years.

The proposed sailings are:—
Departure from Hongkong Connecting at Colombo
S.S. Coromandel January 16th S.S. Himalaya
S.S. Bengal January 30th S.S. India
S.S. Madras February 13th S.S. Moldavia
S.S. Chusan February 27th S.S. Arcadia
S.S. Ballarat March 12th S.S. Australia
S.S. Coromandel March 26th S.S. Oceania
S.S. Simla April 9th S.S. Mongolia
S.S. Bengal April 23rd S.S. China
S.S. Malta May 7th S.S. Himalaya
S.S. Chusan May 21st S.S. Marmora
Good accommodation can be arranged, on
booking, in the connecting steamers at Colombo,
which now include the new steamers Moldavia,
Mongolia and Marmora.

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The revised rates of passage by these steamers
are now: To London 1st Saloon £50, 2nd Saloon
£35.

Return tickets available for 2 years can now
be issued at a fare and a half.
When these steamers call at Marseilles,
tickets can be issued to that port at 2nd First
Saloon 233 Second Saloon.

E. A. HEWITT,
Superintendent.
Hongkong, 9th December, 1903. [3402]

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TERMS VERY MODERATE

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Hongkong, 21st March, 1903. [623]

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SIEMSEN & CO.
Hongkong, 3rd October, 1903. [54]

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Hongkong, 9th October, 1903. [283]

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WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
83, QUEEN'S ROAD CENTRAL.
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Hongkong, 1st January, 1904. [111]

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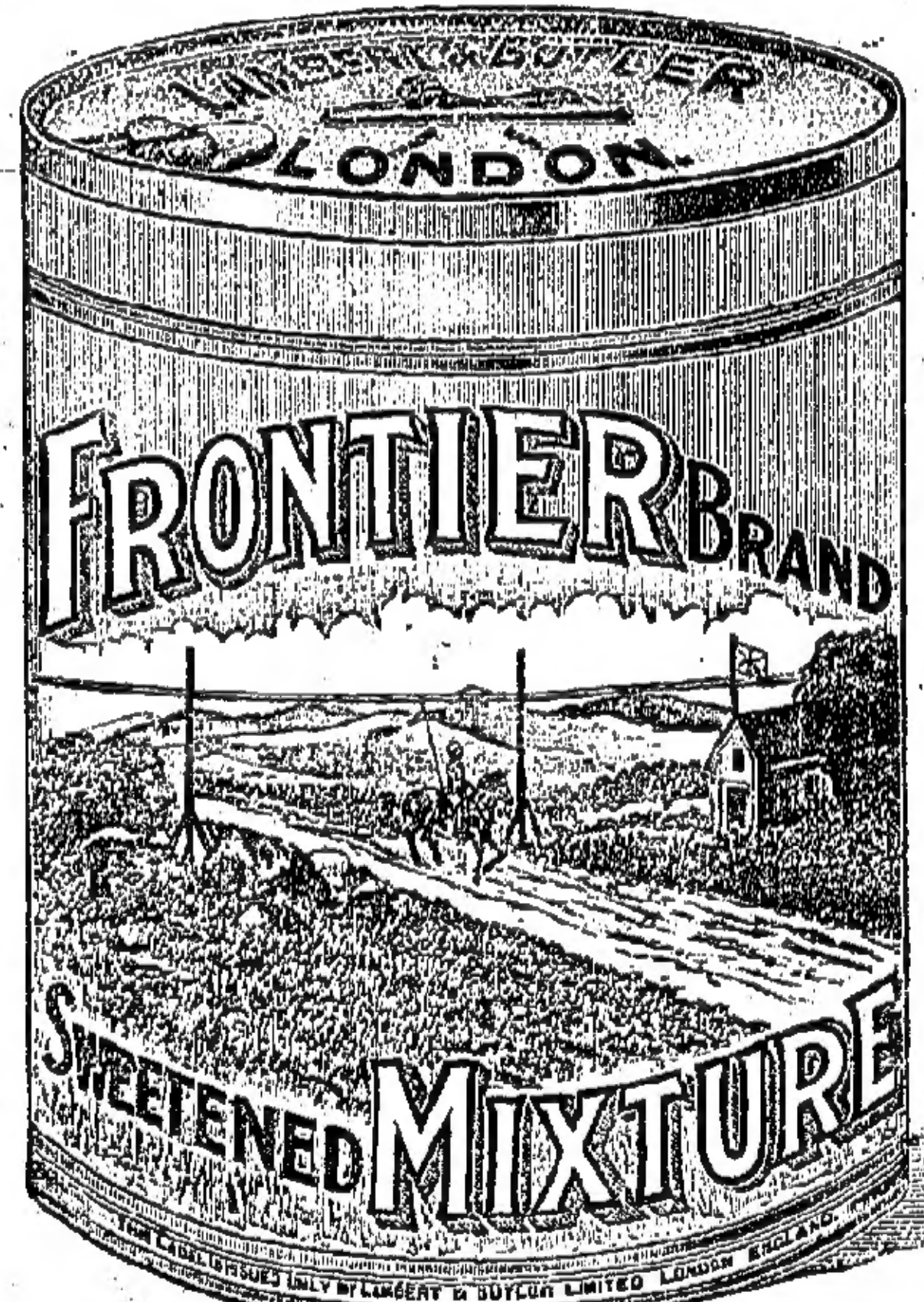
K. UYEMURA, Manager

Hongkong, 4th March, 1903. [240]

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J. D. EDWARDS,
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Amoy, 3rd December, 190

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K. MATSUDA, Acting Manager.

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via
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* OLYMPIA	2,837	A. Dixon	Thursday, February 11th
* SHAWMUT	2,837	W. M. Smith	Friday, February 19th
* TACOMA	2,812	M. Ridley	Friday, February 26th
* VICTORIA	3,502	J. Truebridge	Wednesday, March 10th
* TREMONT	2,806	T. W. Garlick	Friday, March 25th

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LONDON & ANTWERP	GLENFARG	Brit. str.	Holman	McGREGOR BROS. & GOW	9th inst.
LONDON & ANTWERP	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	16th inst., at Noon.
LONDON & ANTWERP	NESTOR	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	2nd Feb.
LONDON & ANTWERP	KINTUCK	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	12th Feb.
LONDON & ANTWERP	MOYUNE	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	19th inst.
LIVERPOOL, with T'NENT at Singapore	YANGTZE	Jap. str.	J. W. Wale	NIPPON YUSEN KAISHA	9th inst., D'light.
MARSEILLES, LONDON &c., v. S'PORE, &c.	TAMBA MARU	Brit. str.	Girard	MESSAGERIES MARITIMES	12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	DANDANUS	Brit. str.	Girard	BUTTERFIELD & SWIRE	19th inst.
MARSEILLES, LONDON & ANTWERP	ANNAN	Brit. str.	Girard	NIPPON YUSEN KAISHA	23rd inst., D'light.
MARSEILLES, LONDON &c., v. S'PORE, &c.	SANDUKI MARU	Jap. str.	W. Townsend	MELCHERS & CO.	20th inst., at Noon.
BREMEN, via PORT OF CALL	RAVEN	Ger. str.	Formes	HAMBURG-AMERIKA LINIE	15th inst.
HAVRE & HAMBURG	AMERICA	Ger. str.	Duckstein	SHEWAN, TOMES & CO.	About 11th inst.
HAVRE, LONDON, ANTWERP & HAMBURG	DENBIGHSHIRE	Brit. str.	W. A. Evans	HAMBURG-AMERIKA LINIE	30th inst.
HAVRE & HAMBURG	WUZZBURG	Ger. str.	V. Buzze	HAMBURG-AMERIKA LINIE	6th Feb.
HAVRE & HAMBURG	ALLESIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	23rd Feb.
GENOA, MARSEILLES & LIVERPOOL	SITHONIA	Ger. str.	Mitschall	HAMBURG-AMERIKA LINIE	8th Mar.
ROTTERDAM & HAMBURG	BAMBERG	Ger. str.	Mitschall	BUTTERFIELD & SWIRE	15th inst.
TRIESTE, &c., via SINGAPORE, &c.	KEKUN	Ger. str.	Deinat	HAMBURG-AMERIKA LINIE	14th inst., P.M.
ODessa	SAVOIA	Aus. str.	Cobol	SANDER, WILDER & CO.	To-morrow.
NEW YORK, via PORTS & SUEZ CANAL	VINDOBONA	Rus. str.	Cobol	BRADLEY & CO.	About 15th inst.
VANCOUVER, via SHANGHAI, &c.	SICH	Brit. str.	H. Lerche	DODWELL & CO., LD.	13th inst.
VANCOUVER, via SHANGHAI, &c.	R. OF CHINA	Brit. str.	H. Lerche	CANADIAN PACIFIC R. CO.	27th inst.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	ATLANTIC	Brit. str.	H. Lerche	CANADIAN PACIFIC R. CO.	12th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	RIJUN MARU	Jap. str.	F. L. Pyne	NIPPON YUSEN KAISHA	15th inst.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	LYEA	Brit. str.	G. V. Williams	DODWELL & CO., LIMITED	24th inst.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	PINGUEY	Brit. str.	M. J. Currow	NIPPON YUSEN KAISHA	26th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	IYO MARU	Jap. str.	R. P. Currow	PORTLAND & ASIATIC CO.	25th inst.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	R. P. Currow	GIRD, LIVINGSTON & CO.	13th inst., at Noon.
AUSTRALIAN PORTS	NIKKO MARU	Jap. str.	McArthur	NIPPON YUSEN KAISHA	22nd inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	E. W. Haswell	BUTTERFIELD & SWIRE	23rd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	PALMA	Ger. str.	G. W. Cockman	P. & O. S. N. Co.	About 11th inst.
KOBE, NAGASAKI & VLADIVOSTOK	KANAKURA M.	Jap. str.	Deinat	HAMBURG-AMERIKA LINIE	9th inst., at Noon.
KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	H. Polerson	NIPPON YUSEN KAISHA	15th inst., D'light.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	T. Murai	NIPPON YUSEN KAISHA	21st inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	P. VALDEMAR	Dan. str.	C. H. Butler	NIPPON YUSEN KAISHA	Quick despatch.
DALY & PORT ARTHUR	SACHSEN	Ger. str.	Kook	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	WHAMPOA	Brit. str.	Pesch	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	M. VALERIE	Aus. str.	B. Brough	SANDER, WILDER & CO.	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	E. SIMONS	Brit. str.	Charbonnel	MESSAGERIES MARITIMES	About 12th inst.
SHANGHAI	MAITA	Brit. str.	O. L. Daniel	P. & O. S. N. Co.	About 16th inst.
SHANGHAI	SHAOCHING	Brit. str.	I. Goto	BUTTERFIELD & SWIRE	9th inst., at 4 P.M.
POOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	15th inst.
TAMU, via SWATOW & AMOY	DALU MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	15th inst.
ANPING, via SWATOW & AMOY	MAIDZU M.	Jap. str.	Gibson	OSAKA SHOSEN KAISHA	15th inst.
SWATOW	HAICHING	Brit. str.	Passmore	DOUGLAS LAMPAIK & CO.	To-morrow, 10 A.M.
SWATOW, AMOY & POOCHOW	RUDI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	9th inst., 10 A.M.
MANILA DIRECT	ROSETTA MARU	Jap. str.	H. S. Smith	TOYO KISEN KAISHA	16th inst., 10 A.M.
MANILA	ZAP RO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	23rd inst.
MANILA DIRECT	TAIYUAN	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 28th inst.
MANILA	SHAWMUT	Brit. str.	H. W. Kourich	P. & O. S. N. Co.	To-day, at Noon.
SINGAPORE & BOMBAY	TIENTSIN	Brit. str.	J. G. Offert	DAVID SASSOON & CO., LD.	To-morrow, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	G. APGAR	Brit. str.	Maganzini	CARLOWITZ & CO.	12th inst., at Noon.
BOMBAY, via SINGAPORE & PENANG	ISCHIA	Ital. str.	K. Kori	NIPPON YUSEN KAISHA	26th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA M.	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP
AND HAMBURG.THE Company's Steamship
"DENBIGHSHIRE,"
Captain W. A. Evans, will be despatched for the above ports on or about MONDAY, the 11th January, to be followed by the steamship "BADNORSHIRE."
These steamers have superior accommodation for passengers.For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 6th January, 1904.NAVIGAZIONE GENERALE
ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also YANKEE and THIRTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALGERIA and MALAGA.

THE Steamship
"ISCHIA,"
Captain Maganzini, will be despatched as above on TUESDAY, the 12th January, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents,
Hongkong, 30th December, 1903.THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"COROMANDEL,"
Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 16th JANUARY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 5th January, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUR & CO.,
No. 123, Connaught Road Central,
Hongkong, 30th June, 1903.NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
TAMBA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 9th Jan., at DAYLIGHT.
RIJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 12th Jan., at 4 P.M.
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 15th Jan., at DAYLIGHT.
BOMBAY MARU	KOBE and YOKOHAMA	THURSDAY, 21st Jan., at NOON.
NIKKO MARU	SYDNEY, MELBOURNE and ADELAIDE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Jan., at 4 P.M.
SANDUKI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 23rd Jan., at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 26th Jan., at NOON.
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Jan., at 4 P.M.
KUMANO MARU	NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 27th Jan., at NOON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road.

A. S. MIHARA, Manager.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to LAND PASSENGERS and LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
BAYERN	WEDNESDAY ... 20th January
SACHSEN	WEDNESDAY ... 3rd February
GERA	WEDNESDAY ... 17th February
SEIDLITZ	WEDNESDAY ... 2nd March
ROON	WEDNESDAY ... 16th March
PREUSSEN	WEDNESDAY ... 30th March
* HAMBURG	WEDNESDAY ... 13th April
PRINZ HEINRICH	WEDNESDAY ... 27th April

ON WEDNESDAY, the 20th day of JANUARY, 1904, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain Formes, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 18th January, and Parcel Specie will be received on Board until 5 P.M., on TUESDAY, the 19th January, and Parcel Specie will be received at the Agency's Office until Noon on TUESDAY, the 19th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Limes can be washed on board.

NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
Hongkong, 7th January, 1904.REGULAR
STEAMSHIP SERVICE TO NEW
YORK
via PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).PROPOSED SAILINGS FROM HONGKONG.
1903.
About
"SIKH" ... 15th Jan.
"SAGAMI" ... 26th Jan.
"AFRIDI" ... 26th Feb.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents,
Hongkong, 4th January, 1904.THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue "THROUGH BILLS OF LADING" for all the principal ports in SOUTH AMERICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight.For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

SHIPPING.

ARRIVALS.

Jan. 5, D'ARVILLE, British str., 2,125, J. White, Westport (N.Z.) via Newmarket (N.S.W.)
11th Dec. Cais.—DODWELL & CO., LD.
Jan. 5, MARIE VALERIE, Austrian str., 2,643, P. Berberovich, Singapore 30th December.
General.—SANDER, WILDER & CO.
Jan. 6, ANDER RICKMERS, German str., 1,021, H. Kohn, Bangkok 29th December, Rice.
General.—ARMOUR & CO.
Jan. 6, ALBERTO A. PEAR, British str., 2,931, E. Fay, Calcutta 19th Dec. and Singapore 30th Dec. General.—D. SAROON & CO., LD.
Jan. 6, CHIEF, Chinese str., 1,211, Chas. Stewart, Shanghai 3rd Jan. General.—CHINESE.
Jan. 6, HYERMANN LERCHE, Russian str., 1,871, Dakhilov, Vladivostok 30th Dec. Ballast.
General.—BRADLEY & CO.
Jan. 6, ISCHIA, Italian str., 2,748, Maganzini, Danto, Singapore 29th Dec. General.—CARLOWITZ & CO.
Jan. 6, KIRKLAND, British str., 1,990, Bright, Chinkiang 1st Jan. General.—BUTTERFIELD & SWIRE.
Jan. 6, L'YRECHON, German str., 1,235, Th. Lehmann, Shanghai 3rd January, General.—SHANGHAI & CO.
Jan. 6, TIENTSIN, British str., 2,553, H. W. Kourich, B.R.R., Moji 1st Jan. General.—BUTTERFIELD & SWIRE.
Jan. 6, THIPANAN, Dutch str., 1,056, Zwart, Batavia 15th Dec. and Mencia 28th Dec. General.—HOLLAND-CHINA TRADING CO.
Jan. 6, WILMINGTON, U.S. gunboat, 1,397, Harris, Singapore 5th January.

CLEARANCES.

AT THE HONOUR MASTER'S OFFICE.
6th January.
China, German str., for Saigon.
Mare Rickmers, German str., for Hoihow.
Shiga Maru, Japanese str., for Kobe.

DEPARTURES.

6th January.
Alesia, German str., for Yokohama.
Ceylon, British str., for London.
Favos, British str., for Samarang.
Havre, French str., for Haiphong.
Hue, French str., for Haiphong.
Kiautschou, German str., for Europe.
Lydia, German str., for Chinkiang.
Lyria, German str., for Kantschu.
Nuria, German str., for New York.
St. Leger, German str., for Vladivostok.
Sunkiang, British str., for Manila.
T'Pichin, German str., for Haiphong.
Wakamatsu Maru, Japanese str., for Moji.

VESSELS IN DOCK.

6th January.

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA, AND HUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.	
GLASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January.	
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.	

OUTWARDS.

FOR	STEAMERS	TO	DATE
MARSHALLS, LONDON and ANTWERP	"DARDANUS"	On 9th January.	
MARSHALLS, LONDON and ANTWERP	"YANGTSE"	On 10th January.	
LIVERPOOL with TRANSIT (SHIPMENT SINGAPORE)	"YANGTSE"	On 19th January.	
LONDON and ANTWERP	"NESTOR"	On 2nd February.	
GENOA, MARSHALLS and LIVERPOOL	"KEEMUN"	On 15th February.	
LONDON and ANTWERP	"KINTUCK"	On 18th February.	
LONDON and ANTWERP	"MOYUNE"	On 1st March.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"PINGSUEY"	On 24th January.	

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 5th January, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"WHAMPOA"	On 7th Jan. 4 P.M.	
NINGPO and SHANGHAI	"SHAOHONG"	On 9th Jan. 4 P.M.	
MANILA	"TAIYUAN"	On 23rd January.	

PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Untravelling Tables, A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 7th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAIWAT INLAND SEA OF JAPAN, MOBI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

STEAMERS	TONS	CAPTAIN	TO	DATE
"DRAYBELL"	4,899	R. P. Craven	January	25, 1904
"HARAPURA"	4,899	A. E. Hollingsworth	February	13, 1904
"ANDRASAMHA"	5,197	W. E. Craven	March	16, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight, and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th December, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHE FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GOSPORT, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

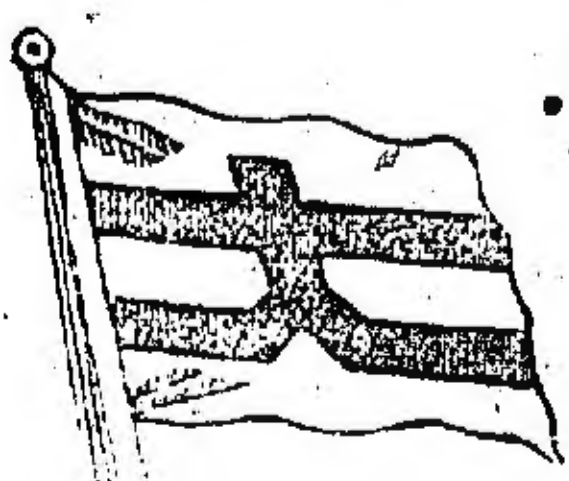
PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
SAVOIA	ROTTERDAM and HAMBURG	On 10th Jan. Freight & Passengers.
Capt. Kirchner	(Calling at Singapore and Colombo)	
AMBRIA	HAVRE and HAMBURG	On 15th Jan. Freight.
Capt. Duckstein	(Calling at Singapore and Colombo)	
WURZBURG	HAVRE, BREMEN and HAMBURG	On 30th Jan. Freight & Passengers.
Capt. v. Binner	(Calling at Singapore and Penang)	
ALBESIA	HAVRE and HAMBURG	On 6th Feb. Freight.
Capt. Schöndorf	(Calling at Singapore and Colombo)	
SEIBONIA	HAVRE and HAMBURG	On 23rd Feb. Freight.
Capt. Hildebrandt	(Calling at Singapore and Penang)	
BAMBERG	HAVRE and HAMBURG	On 8th Mar. Freight.
Capt. Miltzoff	(Calling at Singapore and Colombo)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

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OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DAIJI MARU"	TUESDAY, 12th January.
TAMSUI, VIA SWATOW AND AMOY	"DAIJI MARU"	SUNDAY, 17th January.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	SUNDAY, 10th January.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	FRIDAY, 15th January.

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a daily qualified doctor is carried.

By the Co's steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 6th January, 1904.

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"STOLBERG." Captain Deinat, will be despatched for the above ports on SATURDAY, the 9th inst., at Noon. This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office, COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS." Captain Charbonnel, will be despatched for the above ports on or about TUESDAY, the 12th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 6th January, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th January, 1904, at 1 P.M., the Company's Steamship "ANYAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the Australian line s.s. "Caledonia," bound for MARSEILLE—via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 11th January. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday. No cargo is not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st January, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN." Captain McArthur, will be despatched for the above ports on WEDNESDAY, the 13th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th December, 1903.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA." Captain Cobel, will be despatched as above on THURSDAY, the 14th January, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 22nd December, 1903.

THE EAST ASIATIC COMPANY, LIMITED.

FOR DALNY AND PORT ARTHUR.

THE Danish Steamer

"PRINS VALDEMAR." Captain Kock, will be ready to load on or about the 6th inst.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 5th January, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI." Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao. MING ON & CO., 2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

NOTICES TO CONSIGNEES.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA." FROM TACOMA, VICTORIA, YOKO, HAMA, AND KOBE.

CARGO on the above Steamer having arrived, at Kobe per "Lyra," Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside the latter steamer.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 2nd January, 1904.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA." Captain J. M. Williams, having arrived from the above port, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Vanchai Storing Company at Wanchai, where they are being stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on a date to be hereafter appointed.

Consignees of cargo will please note that before delivery can be obtained they must sign the General Average Bond which is lying at the Office of the undersigned.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

American Asiatic S. S. Co. Hongkong, 5th January, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"BENGAL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., ex s.s. India.

From Australia, ex s.s. Britannia.

From Calcutta, ex s.s. Palawan.

From Persian Gulf, ex s.s. B. I. S. N.

And B. & P. S. N. Co's steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day, the 2nd inst.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 2nd January, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NESTOR." are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in all cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on 11th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 18th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th January, 1904.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA." Captain Schönfeld, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 4th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th January, 1904.

YING KEE, REFRESHMENT CONTRACTOR and CATERER.

Ball Suppers, Dance Suppers, Picnics, Luncheons, and At Homes Catered for.

Cutlery, Crockery, and Table Linen on hire.

For Terms, apply to—YING KEE, (First Floor) 50, Des Vaux Road Central.

Hongkong, 12th December, 1903.

INTIMATIONS

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED OIL FLAX

RELIANCE CROWN TAIPAILING ARNHOLD, KARBURG & CO.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager. Hongkong, 18th November, 1901.

GRACE & CO. FOREIGN AND COLONIAL STAMP DEALERS.

No. 55, PEEL STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Also are prepared to purchase used Postage Stamps in Large or Small Quantities for Cash.

AGENTS WANTED. 15 to 25 per cent. Discount Allowed. 331

QUAN WAI & CO. GRANITE MINOR CONTRACTORS.

Dealers in Marble and Granite MONUMENTS.

No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1903.

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager.

1st Floor, 37, Connaught Road. Hongkong, 13th June, 1903.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I. & B.C. Scotts and Engineering Co. Ltd.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet. Length on Blocks... 513 " Width of Entrance on Top... 89 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide... 20 1/2 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 66 " Width of Entrance on Bottom... 55 " Water on Blocks at Spring Tide... 22 " PATENT SLIP (at KOSUGI).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POP

